NEW ZEALAND MOTOR CYCLE NEWS

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Get Ready For Road Racing

With the 1972-73 road racing season fast approaching, many riders of standard road machines will be eager to have their first try at road racing. Before the starter drops the flag there are many things which can be done to help you gain more enjoyment from your racing and in some cases, improve your placings. To compete in any competition event, it is necessary to first obtain a current competition licence. To do this, you must first be a member of a club which is affiliated to the New Zealand Auto Cycle Union. An application form can be obtained from your club secretary. When you receive your licence, it will be accompanied by a rule book, which will help you with any problem you might have, concerning the different types of competition event.

Your attention can now be turned to the machine which you are going to use. Firstly if you intend to compete in events for standard production machines it is necessary to have a current warrant of fitness, this is required by all clubs. Having a warrant of fitness does not mean you are ready to race, check the machine over yourself and make sure it is in suitable condition.

Start with the tyres, few clubs allow genuine racing tyres, in most cases these do not improve handling on standard production machines, but make things worse. Most popular are Dunlop TT100 or Avon G.P. tyres but these can sometimes be in short supply. The most important thing is to have sufficient tread and have them inflated to the pressures as recommended by the manufacturer.

Brakes are the most important but perhaps the most neglected. Remove both wheels and blow out all dust etc which forms in the drums, inspect the linings and replace if necessary. Competition linings are not essential as most linings fitted as standard in recent years give quite good service. Should your machine be fitted with disc brakes, check your hydraulic fluid and brake pads.

Drain the oil from your front forks and refill with the correct amount and grade of oil, any deviation from the makers recommendations can have quite an effect on handling.

Steering head bearings should be next, block the front of the machine so the front wheel is off the ground, check by turning the handle bars from lock to lock. If any roughness is felt, replace the bearings. If any movement is felt fore and aft, adjust so movement is no longer felt, but take care not to over tighten.

Handle bars are just as important as any other item. There are several long distance events held around the country, so make sure you have a comfortable riding position. There are many handle bar grips which are not suitable for long distance events, an example is a type which are very soft and good for absorbing vibration under normal riding conditions, but are completely unsuitable for competition, as you have to grip them so much harder, and often end up with aching hands.

The motor requires special attention, not in the way of modifications, but to ensure the best performance from what you have. If you do not have the know how required, take your machine along to a dealer who specialises in your make, and who will be interested in giving you the help you require. This may cost you a few dollars but it will be well worth it. Many riders think that by removing baffles etc from exhaust systems gives extra power. This is often not the case. Resist the temptation, you may be miles per hour better off, if you do.

The transmission requires no special attention other than frequent oil changes and careful chain adjustment and wheel alignment. Chain lubrication can be taken care of by one of many spray on greases available, these are more suitable as the grease does not get thrown off the chain like oil and is not affected by water.

Spoke tension should also be looked at, as a broken spoke can cause more trouble than you think. Careful wheel balance can make your ride much smoother, so a little time spent here will not go astray.

Next comes the removal of all unnecessary equipment, such as mirrors, crash bars and carriers etc., which may cause injury in the event of a fall. Centre and side stands should also be removed to improve ground clearance. Oil tank, engine and gearbox drain plugs must be wired to prevent them unscrewing.

A very important item which seems to be overlooked, even by experienced riders who should know better, is that of numbers. As you will have read in your rule book, there is a minimum size for numbers and discs, make sure your numbers are clear and the discs are mounted securely to the machine. Don't forget the correct colour code for your engine capacity.

Items such as headlamps and tail lamps should have their lenses carefully taped. The best for this job is spray painters masking tape as it is easily removed and reasonably priced.

When you are satisfied your machine is ready, don't forget to give it a good clean, not only will it look smart, but you may discover some small, but important, item which you have overlooked.

Suitable clothing is a must, most important is your crash helmet. Make sure it is of an approved standard and also fits correctly. Over recent years, goggles have slowly been replaced by the now familiar face shield, these are excellent in both wet and dry conditions.

One piece leathers are the most practical and safest form of protective clothing but if you are not able to buy or borrow a set of leathers, a good quality leather jacket and thick trousers are the next choice. Gloves should be of good soft leather, not one of the plastic or vynel types that are available. Some meetings use the Le Mans type start so when buying boots look for rubber soles, they give much better grip on the road when running.

To finish here are some reminders:

1. Don't forget your drivers licence, competition licence and warrant of fitness when going to a meeting.
2. If your machine is fitted with a rev counter, use it, you may save yourself a lot of expense.
3. Get your entry forms returned early and avoid disappointment.
4. Learn from your rule book what each flag means, it may save your disqualification.
5. Don't hurry during practice sessions, take your time.
6. If you know a faster rider is about to overtake you, move over, and let him by, it will not slow you and could save an accident.
7. Enjoy yourself and the best of luck.

ERNIE PINK MEMORIAL TROPHY

Every year a different branch of the sport is selected for the awarding of the coveted "Ernie Pink Memorial Trophy".

This past season it was the Scramble scene which was to be honoured and it was awarded to Allan Collison now of Tauranga for his performance in the annual North-South Scramble held in Wellington.

Allan was presented with the magnificently carved Maori Feather Box by Len Payne, the retiring President.

Not only is Allan well known in the scramble fields but at present is the holder of the lap record at Bay Park for the Open Production Machine Class set on a 500 cc Kawasaki in the Gate Pa Cycles Half Hour Production Event in February last with a time of 69.4 seconds for the 1.3 mile circuit.

The Open Lap Record is held by Geoff Perry on a 500 cc Suzuki with time of 63.2 seconds.

Otago Sporting Trial

Heavy overnight rain made conditions very difficult when the Otago Club held a sporting trial at Mr J. Bisslands property, Waitati on Sunday 13th August.

After early trouble with the mud special sections were conducted for new competitors.

Results:—

Bill Veitch (Honda) 31 points lost; Murray Flintoff (Honda) 48; Owen Delaney (Bultaco) 51.

Novices — Graham Brooks (BSA) 5 points lost; Alan Maxwell (Yamaha) 7; Peter Watts (Yamaha) 9.

Wankel

The U.K. BSA/Triumph group have announced that they have bought manufacturing rights for the Wankel rotary engine and development work is going ahead.

Otago Club Sprint Meeting

Held in windy conditions at School Road, Mosgiel, by the Otago Motor Cycle Club on Saturday 19th August.

The meeting catered for university students, in the city for the annual sports tournament. Students are trying to establish motor cycle events on the programme of events at the annual tournament. (In all 30 competitors).

Reg Ingram of Invercargill and Hugh Walker of Dunedin were the most successful competitors, while machine troubles plagued two other top competitors, namely Bert Munro of Invercargill and John Martin of Dunedin.

Flying and standing ¼ mile sprints were held during the afternoon's racing.

Results were:—

FLYING ¼ — Reg Ingram (500 Kawasaki) 145.4 mph; Hugh Walker (350 Yamaha) 145.2; Ross Goodfellow (750 Kawasaki) 126.8; Colin Lamb (750 Honda) 125.4; Dave Gale (750 Triumph) 116.3; John Martin (500 Kawasaki) 114.8; Owen Delaney (350 KTT Velo) 103.5.

STANDING ¼ MILE — Reg Ingram (500 Kawasaki) 12.44 sec; Hugh Walker (350 Yamaha) 12.91; Ross Goodfellow (750 Kawasaki) 12.95; John Martin (500 Kawasaki) 13.17; Alan Hughes (750 Norton) 13.24; Dave Gale (750 Triumph) 13.56.

Motor Cyclists Take Over City Hotel

This is not a story usually associated with the above headlines but the representatives of the Clubs in New Zealand who gathered in Tauranga for the 54th Annual Conference of the New Zealand Auto-Cycle Union held on the 12 and 13th August.

Yes we did have some Long Hairs and Side Burns etc, but to the people of Tauranga in whom they came in contact with it served to show that as in all walks of life there is many different types.

It was commented to me that we as Motor Cycle enthusiasts and club members **do not as a body be seen in public** as often as this day and age requires.

Every so often in the papers we read that a town or some public facility was taken over. And it is by the attendance of the delegates, the life members and different officials in whom the public come into contact with that they can see what the Sport is, an dthe responsibility shown.

First Aid Kit

New Zealand Distributors Ltd is planning to market a First Aid Kit for Motor Cycle Clubs only.

This will be called "M.A.N.Z. APPROVED FIRST AID KIT" and has been approved by Mr A. J. Smithard and Dr Graham Cowie.

The dressings are all sterilized and the scissors are of a good quality stainless steel, the kit consisting as follows:

1 Roll Sanicrepe Bandage 2"
1 Packet Washable Adaptoplast 17 Pieces
1 Packet Disprins 8s.
1 Packet Cotton Wool Sterile B.P.C.
1 Packet Absorbent Gauze Sterile B.P.C.
1 Only Extra Large Wound Dressing Sterile.
1 Roll W.O.W. Bandage 2" x 4 yds B.P.C.
1 Roll W.O.W. Bandage 1½" x 4 yds B.P.C.
1 Tube First Aid Cream.
1 Packet Safety Pins.
1 Pair Stainless Steel Scissors.
1 Only Triangular Bandage Compressed.
1 Only Zinc Oxide Plaster ½" x 5 yds.
1 Only Booklet "First Aid in Few Words".

As they plan to market through the "Car Clubs" only, it has been decided the selling price will be four dollars eighty cents wholesale, les 17½%. This well enable each individual club to sell direct to its members, thus holding the discount to boost funds which is very important to all Clubs.

Be Seen

As well as using headlights during daytime, a motorcyclist can help protect himself by using bright clothing. The traditional all jack jacket is barely passable in daylight and next to useless at night.

A dark helmet, jacket, trousers and boots just blend into the dark background and are not picked out by a car's headlights.

Reflective stick-on plastic strips are available and should be used on all garments. Remember, light and livel

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Full Face Helmets For Motor Cyclists Cause Concern

At a meeting held at the Standards Association of New Zealand in Wellington on Monday, 14 August, the Protective Helmets Committee studied several aspects of helmets used by motor cyclists, racing motor cyclists, and racing car drivers. One of these covered the acceptability of the "full face" or "Ned Kelly" helmet for motor cycle and racing motor car use.

Technical and medical evidence from New Zealand and overseas sources was examined.

These helmets weigh approximately one pound more than other existing types of helmet and there is evidence that this added weight could result in a motor cyclist saving his skull in an accident at the expense of a broken neck.

It was decided that a warning of this danger be brought to the attention of motor cyclists as soon as possible. This was carried on TV News Briefs on Tuesday 15 August.

The same conditions do not apply to motor car racing and the committee considered that this type of helmet was acceptable in New Zealand for this application.

It is now proposed to prepare a more detailed presentation of the evidence in the form of a national publicity programme, enlarging this to take in testing and other aspects of helmets and their use.

For further information: Mr T. S. Ward, Mr G. E. Norman.

Bonneville

Great things are expected from the annual Bonneville Speed Week which is currently under way.

Factory backed bikes include, Harley Davidson, Norton, Yamaha and Kawasaki.

The existing record of 265.492 mph is sure to go as Cal Rayborn (who holds that record) will have an even faster 2,600cc twin engined Harley and the Honda 1500cc turbocharged Hawk is now on form. Other interesting bikes in with a chance are Don Vesco's 1500cc (2 x S2) Yamaha and 1500cc (2 by Mach IV) Kawasaki.

Bikes Still Booming

Britain's cycle and motor cycle manufacturers have reported a 43 per cent increase in the total value of machines shipped to other countries in the first six months of this year.

Figures issued by the Cycle and Motor Cycle Association show that bicycle exports were worth £9,467,-495 against £6,521,226 in the same period last year. Motor cycle exports for the same six months rose from £6,822,-482 to £9,778,948.

The United States and Canada continue to be the top markets for both powered and pedalled machines. Next in line for bicycles come Nigeria, the Netherlands, Eire and Zambia, and for motor cycles Federal Germany, Italy, Australia and France.

Mr Edward Wilson, director of the association, said: "The value of accessory and component shipments has still to be assessed, but the half-year export total must be well in excess of £20 million. An all-time export record of £50 million for the full year must be within our grasp".

Norton

Norton sales go up and up. They have just announced that their sales in Europe have increased by a third in only twelve months.

Letters to the Editor

Dear Sir,

I am enquiring as to whether you could tell me the N.Z. record for ¼ mile standing start. Also if there are any organised Drag Racing meetings and is it an open class or are there different classes.

Much obliged,

B. D. Nicholson.

Editor's Note:

Can anyone help Mr Nicholson with this enquiry?

Dear Sir,

My main purpose in writing to you is to order a year's subscription of your magazine for which I've enclosed two dollars.

My second purpose is to say that I like the magazine very much and only wish more clubs would contribute to it. Though not racing at the moment or belonging to a club, I still find your results etc., very good.

Hope you will be at the Hawkesbury road races again on September 30 as you were last year. This is my home club and where I first raced, with little success. Lots of fun though.

Finaly after all that I wish to say that I hope your magazine keeps going as it gives some unity to New Zealand motorcyclists in general.

Yours truly,

Robert H. Goulter.

Nitrogen In Tyres

The use of nitrogen for inflating tyres has been common practice overseas for several years. Vehicles which use this process in this country are mainly heavy earth moving equipment, competition cars, and aircraft. Usage amongst private car owners is also gaining in popularity.

As yet, nitrogen is virtually unknown to the motor cyclist and many may wonder why it is used at all.

The reasons for using nitrogen are many and reports from the United States and Europe claim many advantages.

A tyre filled with compressed air will build up pressure as the temperature of the tyre increases. Tyres filled with nitrogen have considerably less pressure buildup and temperature is kept well down.

Leakage from nitrogen filled tyres is far less, therefore, adjusting pressures is kept to a minimum.

Tyre life is also increased by the use of nitrogen, compressed air is pumped from an oil lubricated compressor, therefore having a certain amount of imprities. Nitrogen is oil free and much cleaner. It would appear that the only drawback at the moment is that nitrogen is not free, but there may come a day when your motorcycle tyres receive just that little bit extra.

Rotary

While Suzuki are still testing their rotary engined bike, Kawasaki and Yamaha are looking into using such power units.

Dear Sir,

A little news from the club of what's doing. Well you know that the club has got a new circuit for future racing at Oggs Farm, Tui Tapu and the club intends to hold the first club meeting there on September 17. Also we have a sponsorship race meeting with Castrol which will be called the Castrol Moto Cross, enclosed is an entry form so as you are able to see what is offering to the riders. On November 5th the club holds the Zone 1-2 Scramble championships.

The club hopes that all scramble riders will attend the Castrol Moto Cross. The prize money is $300 and before the day the club will have a meeting on September 17.

Regards,

Bill Campbell.
New Brighton M.C.C.

Waimauku Scramble

The weather was perfect for Onehunga Club's Scramble and an estimated crowd of 1000 people turned up to watch the 75 riders in the best winter scramble Auckland has seen for a few years. The track featured two step downhills in its 1¼ mile meanderings making it a very spectacular track for riders and spectators as well as the photographers.

Proving he is a motor cyclist and not just a road racer Geoff Perry rode a 250 Suzuki into 2nd place in the Enduro race and literally flew into first place in the long jump contest with a leap of 50 feet.

It was good to see a really big turnout of Enduro bikes — this class is really proving popular as well as providing a good training ground for our future A Graders. The 125 cc class is also proving to be quite popular here in Auckland — and these bikes aren't slow, most being as fast as the 250 enduro machines.

Race 1 — Open Scratch: A. Franklin (360 CZ) 1, D. Pearce (360 Yamaha) 2, M. Jeans (360 CZ) 3.

Race 2 — 251 - Open Scratch: A. Franklin (CZ) 1, D. Pearce (Yamaha) 2, M. Jeans (CZ) 3.

Race 3 — 126-250 Scratch: C. Fullerton (Maico) 1, J. Nicholson (Suzuki) 2, B. Pengelly (Yamaha) 3.

Race 4 — Enduro Scratch: T. Calver (Yamaha 250) 1, G. Perry (Suzuki 250) 2, P. Richards (175 Kawasaki) 3.

Race 5 — Open Scratch: A. Franklin (CZ) 1, D. Pearce (Yamaha) 2, C. Fullerton (Maico) 3.

Race 6 — 0-125 Scratch: G. Burnett (Kawasaki) 1, G. Bonham (Honda) 2, K. Childs (Suzuki) 3.

Race 7 — Open Handicap: G. Neams (Yamaha 175) 1, J. Nicholson (Suzuki 250) 2, B. Stevens (Suzuki 250) 3.

Husqvarna

Uno Palm, the Husky works rider, is certain to lose his second place in the MX world championships as he has broken his wrist.

Final Results Of The Rothmans And New Zealand Road Race Championship

Rothmans 500cc: G. Perry 1, P. McLachlan 2, G. Molloy 3, K. Turner 4.

New Zealand 500cc: G. Perry 1, J. Landrebe 2, R. Dumpleton 3, G. Molloy 4.

Rothmans 350cc: T. Discombe 1, R. Dumpleton 2, J. Landrebe 3, D. Waterer 4.

New Zealand 250cc: J. Landrebe 1, G. Perry 2, P. Leahy 3, K. Turner 4.

New Zealand 350cc: T. Discombe 1, R. Dumpleton 2, J. Landrebe 3, D. Waterer 4.

Rothmans 250cc: G. Perry 1, J. Lendrebe 2, P. Leahy 3, K. Turner 4.

NORTH SHORE SCRAMBLE

Sunday the 17th September and 45 riders turned up on a perfect day for the North Shore Club's day at the Bush Road Track.

In spite of heavy rain on Saturday night the track was in excellent condition and very fast. However, some riders got a bit carried away and tended to over-ride their ability with some nasty pile ups being the result. But by some quirk of fate no one was seriously injured and most casualties managed to compete in later races.

By not running to a fixed programme the events were juggled to give all riders a good chance to take a place in at least a couple of races. From nine races run, nineteen different riders came in the first three places giving a fairly good distribution of the prize money.

Results of the races are:

1. **Open Scratch (1st Heat)** 1st Dennis Pearce (Yamaha 360 — O.U.M.C.) (Abrev. Onehunga United Motor Cycle Club), 2nd Dave Naylor (Husquvarna 400 — Otorahunga), 3rd John Nicholson (Suzuki 250 — O.U.M.C.).

2. **Open Scratch (2nd Heat)** 1st Collin Ruff (Yamaha 250 — Hamilton), 2nd Barry Pengally (Yamaha 250 — O.U.M.C.), 3rd Mike Fullerton (Maico 250 — North Shore).

3. **Final to Races 1 and 2:** 1st Dennis Pearce (Yamaha 360 — O.U.M.C.), 2nd Dave Naylor (Husquvarna 400 — Otorohanga), 3rd Barry Pengally (Yamaha 250 — O.U.M.C.).

4. **B Grade Scratch:** 1st Martin Jeanes (CZ 360 — O.U.M.C.), 2nd Larry Enoch Suzuki 250 — O.U.M.C.), 3rd Paul Stewart (Suzuki 250 — O.U.M.C.).

5. **Open Handicap:** 1st Phil Richards (Kawasaki 175 — Auckland), 2nd Dave Mullier (Suzuki 250 — O.U.M.C.), 3rd Mike Fullterton (Maico 250 — North Shore).

6. **0-125 Handicap:** 1st Phil Laird (Honda 125 — O.U.M.C.), 2nd Robert Palmer (125 Suzuki — O.U.M.C.), 3rd Stuart Hay (125 Suzuki — North Shore).

7. **Open Handicap:** 1st G. Nears (Yamaha 175 — O.U.M.C.), 2nd Mike Fullerton (Maico 250 — North Shore), 3rd Tony Calver (Suzuki 400 — O.U.M.C.).

8. **Open Scratch:** 1st Dennis Pearce (Yamaha 360 — O.U.M.C.), 2nd Dave Mullier (Suzuki 250 — O.U.M.C.), 3rd Phil Richards (Kawasaki 175 — Auckland).

9. **Consolation Handicap:** 1st Mike Peterson (125 Yamaha — O.U.M.C.), 2nd Peter Naylor (Husquvarna 400 — Otorahunga), 3rd Mike Murphy (125 Honda — O.U.M.C.).

Subject to the Waitemata County Council's approval the North Shore Club will run another meeting on the *8th October at Bush Road.* At the moment the Club only has the track on a temporary basis but if the land can be obtained on a permanent basis it could prove a great boost to scramble racing in Auckland.

Rally

The 3,600 mile Paris to Persia Rall has been won by an Englishman riding a 750 Norton Commando. 97 riders started in the gruelling rally which went through over a dozen countries.

Speedway

World Champion Ole Olsen won the West German long track event at Jubek in front of 20,000 spectators.

Honda

A 750 Honda won the 24 hour race at Zolder in Belgium. At 70.7 mph their average speed was 2 mph slower than last year's record set on a 500 BSA single.

Second place went to another 750 Honda in front of a 750 Laverda, 750 Honda, 500 Honda and a 500 Kawasaki.

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'THE MOST DYNAMIC MOTOR CYCLE I HAVE EVER RIDDEN'

BY KEN BLAKE

This year the Daytona of Europe was to be Imola in Italy. Although Harley Davidson and Suzuki, who were at Daytona stayed away, Imola was to see the first time out racers of MV Agusta, Ducati and Guzzi clash with BSA, Triumph, Honda, Kawasaki, and Norton.

The circuit is nearly four miles long and has fantastic up and down sweepers that demand the maximum in skill and machine handling. After eventual winner, Paul Smart had covered his first practice period he said of Daytona "not much riding's really required there, you could almost decide things by having a dyno contest".

Paul had initially come to Europe to race a Triumph but switched to Ducati when he realised the half hearted attitude the U.K. factory were taking towards the race. Although the F750 Ducatis were untried racers, the factory's famous designed, Dr Fabio Taglioni was giving seven bikes his personal treatment and that had to be good.

On the day of the race four bikes came to the line, Bruno Spagiari had pole position from Paul Smart and Giacomo Agostini. The other two Ducaties were placed down in the line-up.

As the flag dropped Ago streaked away going hell for leather but Smart was sitting on his tail and took the lead after only four laps. Spagiari went by into second place on the next time around. Within a few laps the two leading Ducatis had pulled out ten seconds over Ago. This infuriated the world champion for his bike was a real super modified affair with only the alloy castings being the same as production models as the frame, forks, brakes etc had a distinct resemblance to the GP racers. Despite the MV rider trying every trick in the book he could make no impression on the leading pair who were content to ride along the main straight sitting virtually upright.

Agostini's retirement with only eight laps to go was a controversial one. He said he had gearbox troubles but most spectators were convinced he did not want to finish third and have to admit he couldn't catch the leaders.

After 200 miles the Smart-Spagiari duo finished in the 1-2 position only yards apart and a crushing victory was scored by the Ducati team.

Ron Angel was at the race and by means he won't disclose managed to talk the Ducati bosses into selling him the bike that Spagiari rode to second place. That bike is now in Australia, it is to be raced by Ken Blake and this is where the real story begins.

The most surprising thing about the Ducati F750 is the amount of standard parts used. No special one-off frame, forks, jet-fill gas tank, dectronic ignition, titanium clip-ons, air cooled clutch or wind tunnel tested fairing. The whole bike looks amazingly standard.

For normal pit work the centre stand can even be bolted on to the frame that retains the normal 29 degree steering head angle with standard forks and slightly moded swinging arm. The front discs are standard 280 mm x 7 mm but the rear stopper is larger at 230 mm.

A first look at the bike without the fairing (apart from the carbs, discs, oil cooler, steering damper and rear units) it looks embarrassingly standard.

The monstrous 40 mm Del 'Orto carbs are mounted on 5 inch long manifolds towards the 40 mm inlet valves. Exhaust valve diameter is 36 mm and the compression ratio is 10:1. The 80 mm x 74.4 mm bore and stroke has three ring slipper pistons that offer considerable squish area at TOC. Twin ignition is used to keep the sparks back to 34 degrees BTDC and also helps reduce combustion chamber temperature.

Each cylinder head has a shaft driven single overhead camshaft that has 4 lobes to operate the valves desmodromically. Although very small springs are fitted they are only useful at slow revs when warming up.

The only other non standard parts are the connecting rods which are machined out of forged billet and are stronger and 50 grams lighter. The remainder of the motor, like the bike was just picked off the production line.

Revving to 9,200 rpm the engine developes 84 bhp at 8,800 rpm with just over 70 bhp being available at 7,000. Going through the standard clutch and gearbox the 392 pound bike is said to be good for 165 mph.

On Tuesday the AMCN team, Ron Angel and Ken Blake gave the racer its first taste of Australian circuits. We had booked the Calder Raceway for the day so that we could see just how fast and just how good this famous bike performs.

The tank was filled with the finest grog, and as the level went up the transverse transparent strip across the tank showed exactly what amount it contained — an excellent point for long distance races. Both petrol taps have huge levers, not because it is hard to turn them on but so that a rider can see in a quick glance whether they are on or off. A distinctive click of the ignition switch lets the total loss current from the battery do its job with the coils and the bike was ready.

Into second gear, back against compression and push.

Blump, blump, blump, BANG, BANG, BANG, and the motor was firing for the first time since Ron Angel tested the bike at Moderna in Italy just after he bought it. Every head at the circuit turned as the motor was warmed by blipping the throttle from 2 to 4 thousand. Within a couple of minutes it became 3 to 5 thousand and then out on the track.

Ever so easy was the routine for the first few laps, to find the feel of the brakes, the balance of the handling and where the power came in and by how much.

Revving only to 7,000 the low drone of the exhaust note sounded more like 3,000 but over 70 bhp was going to the rear wheel so Ken Blake was moving fast even if it didn't sound that way. Down the main straight, if you took your eyes off the bike it sounded as though it was cruising but a reassuring glance saw it flash over the line — deceptively fast.

In for a check. Tyre pressures, oil level, chain tension, brake adjustments — all OK and after a quick run over the various nuts and bolts to check their security Ron Gave the go ahead for 9,200. Ken could hardly wait to get back out there. This time the note was still a low drone but now it had an aggressive crackle so that no one will be deceived as to the power of the engine.

Over 80 bhp was now going through the bike, but as that power was squirted on coming out of the turns it behaves beautifully, predictably and gave Ken that secure feeling which made him try harder the next time.

The three big discs did their job with staggering efficiency. Soon Ken was howling up to 'Repco and Toyota (after the two straights) leaving everything to the last before really standing on the stoppers in the nick of time to get round. Lap after lap he punished the brakes but they just refused to fade and even if they did get a little hot and put him into the bend a couple of knots above the normal maximum cornering speed, the amazing handling more than recovered the situation.

After a couple of dozen laps Ron could stand no more. He slung on his leathers, ran out on the circuit, flagged Ken in and took over control. The most expensive racer in Australia was now in the hands of the man who laid down the hard cash for it. But he wasn't satisfied with just a few laps to get the excitement of his latest acquisition out of his system he went round and round and round, leaving Ken to sit it out in the pits.

Sooner or later, it had to happen, the bike went low on fuel, started to misfire and Ron came in. Sliding off his helmet, his facial expression was one of complete satisfaction the racer would perform on Australian circuits the way he hoped.

The last year or so has been unlucky for Ken Blake, despite many fast laps, his HIR Kawasaki was unreliable and threw him many times. His facial scars bare evidence of trying in vain, the months spent in convalescence over the last year are now behind him. This time he has the bike he knows will handle, brake and outgun anything down the straight.

The Imola Ducati passed its first test at Calder with honours, as from now it takes on Australia.

Tauranga Club A.G.M.

At the Annual General Meeting of the Tauranga Club held recently, Peter and Mary Cannell were honoured with life membership of the club. He joined the club in 1953 and before the end of the year was elected to fill a vacancy on the Committee and except for one year following his marriage in 1958 he has served continuously on the Executive. He has filled all positions on the executive from club steward to president but is best remembered for his long term as club secretary. Both before and after his marriage.

Mary has a longer association with the club but it is a broken one. Her brother Carl MacMonagle was the club secretary in 1951 but she left the district soon after and did her Karitane training in Dunedin, then she came back to Tauranga in 1956.

Peter replying to the honour at the meeting thanked the club for the honour bestowed on both him and his wife and expressed gratitude that the club saw fit to give the honour to his wife also. He paid a tribute to her help over the years as without her help he could not have served as secretary and coped with the many major events that the club has held over these years.

Rental

Mr Big is coming into the Motorcycle rental business. Australia's largest car hire company, Avis, has announced its intentions of hiring Hondas for as little as $4 a day. There is no mileage charge, a helmet is provided free as is unlimited insurance above $60.

The initial stock of bikes out for hire are a 90 step-thru and a 125 single. They are available in Melbourne, Sydney, Gold Coast and Brisbane.

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Pics from the Onehunga Scramble

No. 86, Ralph Richards.

Dave Naylor — 400 Husqvarna, winner Wheelie Competition, approx. 120 ft.

Konig

Kim Newcombe the works rider for the German Konig firm has just finished work on developing saleable replicas. The flat four two stroke bike less forks, wheels and gearbox will cost about $2,100 at the factory.

Benelli

In the new shipment of Benellis shortly to arrive is a batch of 250 two stroke twins. The motor developes 31.5 bhp through a five speed gearbox which propels the 317 pound bike along at up to 100 mph. The front end (forks, brake etc) is identical to the 650 Tornado.

M.V.

M.V. Agusta have now decided not to race their 750/4 again this year. Instead they will spend the autumn and winter developing the chain drive 750 which should be raced extensively next year.

Imola

Ducati are seriously thinking about selling replicas of their Imola winning bikes. If they go ahead the first batch should be available at the end of this year and the machines will develop over 80 bhp and be capable of nearly 150 mph.

24-Hour

Two one hour breaks will be observed at 10 a.m. and 10 p.m. at the next 24 hour road race at Zolder, Belgium which is the next in the European Coupe d'Endurance series.

Yamaha

Yamaha are rumoured to be finishing production of their racers. The 250 TD3 manufacture ended last month and the 350 TR3 is expected to cease this month. Nothing else is known at this stage on why Yamaha is making such a move.

Suzuki

With Joel Robert out with injuries and Sylvain Geboers suffering from faulty rear suspension the Suzuki team astonished their opposition—they did not win the last 250 GP. It happened in England when the Czech rider Falta (CZ) won from Andersson (Yamaha), Halm (CZ) and Vekhoven (Montesa).

Ducati

Paul Smart is expected to sign for Ducati for next year's world championship series when his USA Kawasaki contract expires. Together with Bruno Spagiari they will have 4 cylinder 500's and 3 cylinder 350s.

Laverda

After their massive six bike onslaught at the Barcelona 24 hour race, Laverda have entered only two bikes for the Bol d'Or 24 hour event in September.

Wakefield Cup Series

Recently two observed trials have been held, one at Richard Wright's farm and the other at Olivers Road, Te Ore Ore. The first was held over all types of terrain which severely tested the competitors. The second was held on riverbank sections with thick sand and boulders making riding interesting. A gallant effort by Peter Emery and Steve Robinson to finish the course proved amusing for the small crowd. A broken throttle cable threatened to ruin their chances but they pressed on regardless, riding one-handed with the other hand holding the slide of the carb up. Using this method they finished the last half dozen sections, probably very sore from the number of tumbles.

Results:

First Cup event, Wright's Farm: H. Gregory (125 Suzuki), 41 points lost, 1; R. Gregory (125 Suzuki), 44, 2; P. Emery (350 AJS), 71, 3; R. Wright (120 Suzuki), 77, 4; B. Hill (350 AJS Spartan), 91, 5; D. Jones (125 Suzuki), 93, 6; S. Robinson (350 AJS), 106, 7; N. Hill (350 AJS Spartan), 126, 8; I. Taplin (90 Honda), 128, 9; E. Simpson (125 Suzuki), 180, 10.

Second Cup event, Olivers Road: H. Gregory (125 Suzuki), 52 points lost, 1; R. Gregory (125 Suzuki), 78, 2; J. Hetherington (125 Suzuki), 98, 3; S. Robinson ,350 AJS), 101, 4; N. Hill (125 Honda), 115, 5; P. Emery (350 AJS), 126, 6; E. Simpson (90 Suzuki), 128, 7.

Daytona

Daytona replica 500 Suzukis will be on sale soon. Kojima Engineering of Tokyo is to manufacture the bike in limited numbers which develops 65 bhp and is said to be good for 170 mph. At present the price ex-Tokyo is 500,000 yen — more details soon.

Napier Sprint

Report by Robin Haines

The North Island ¼ Mile Sprint was held at Bridge Pa on Saturday 5th August. Gordon Skilton had the Norton going well solo, by finishing in the top bracket of 750 riders with mainly Honda for competition. These machines are very spectacular as they smoked off the line. Fastest time went to Napier's Les Plummer on his Kawasaki roadracer doing 12.65 secs but clutch slip slowed him. Gordon broke the existing N.Z. sidecar record with a 14.8 sec blast while the other club member present, Daryl New arrived geared for the Bonneville Salt Flats, thinking it was a flying meeting. His 7R recorded 16.52, an improvement on his Wairarapa time.

Results:

50cc: E. Culver (Suzuki) 20.8 sec (N.Z. record).

125cc: A. Burrell (Suzuki 100) 17.32 sec. (N.Z. Record) 1; P. Huntly (Yamaha 125) 18.85 sec 2; R. Jensen (Suzuki 100) 19.6 sec. 3.

250cc: T. Worthington (Kawasaki 175) 18.2 sec.

350cc: D. Halford (Honda) 16.0 sec 1; G. Ellison (AJS 7R) 16.2 sec 2; G. Scobie (Honda) 16.5 sec. 3; D. New (AJS 7R) 16.52 sec. 4.

500cc: L. Plummer (Kawasaki) 12.65 sec. 1; J. Watson (Kawasaki) 13.67 sec. 2; R. Short (Kawasaki) 14.1 sec. 3; D. Beere (Honda) 14.25 sec. 4.

750cc: W. Kappley (Honda) 13.22 sec. 1; G. Skilton (Norton) 13.32 sec. 2; R. Smith (Honda) 13.45 sec. 3; C. Halford (Honda) 13.5 sec. 4; N. Friis (Honda) 13.7 sec. 5.

Sidecars: G. Skilton (750 Norton) 14.8 sec. 1; B. Craig (650 Triumph) 15.4 sec. 2.

Yamaha MX

The 500 Yamaha MX GP European team has an extra rider for one of their 360s. He is Dutchman Pierre Karsmakers who will join Jaack Van Velthoven, Christer Hammargren, Hakan Andersson and Torsten Halman.

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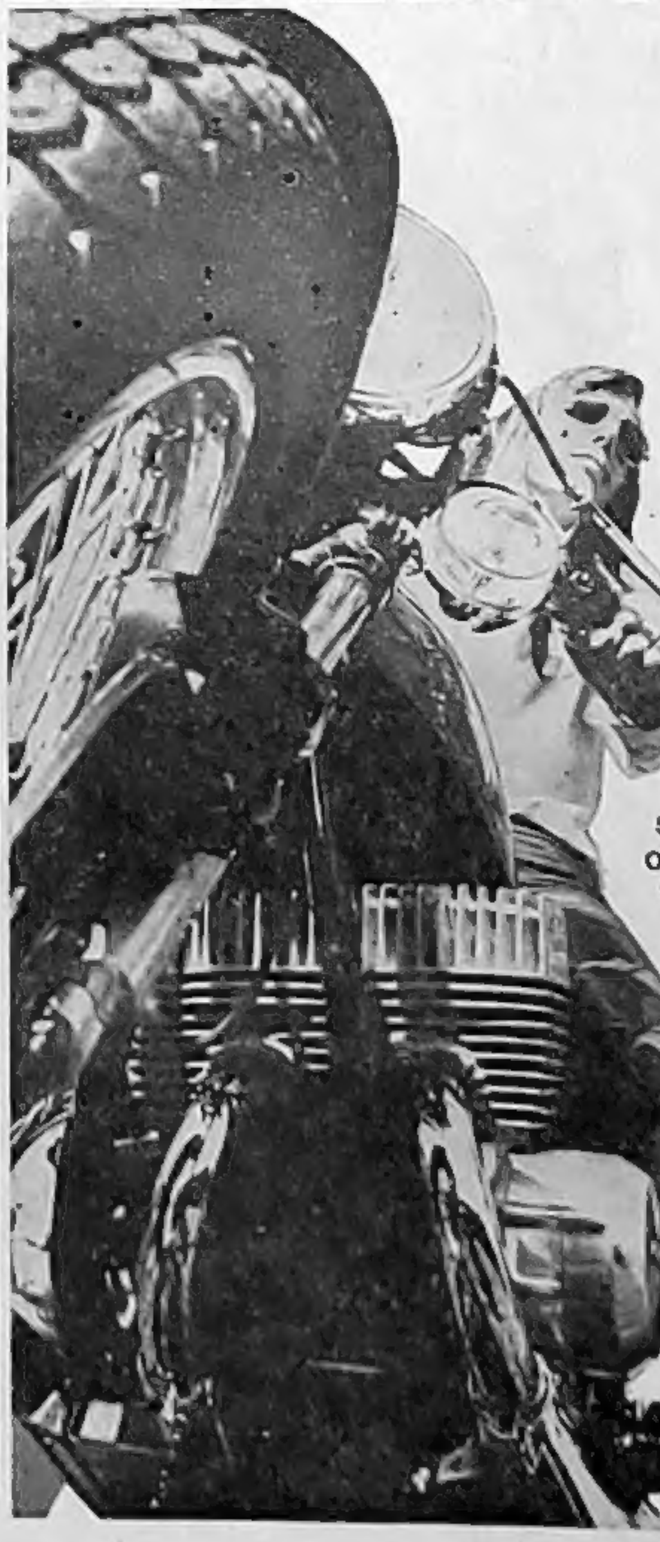

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Time was when 'two-stroke' meant putt-putt-putting around and getting blown into the weeds by the big guys as they went by. No more. Today, 'two-strokes' are triumphant in every field of motorcycle competition. Rewriting the record books and blowing a lot of 'big guys' into the weeds. Now, after years of research, Castrol joins the Revolution with Castrol Super Two Stroke Oil. Developed specifically for high performance air-cooled two-stroke engines.

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Castrol Super Two Stroke Oil for super two-stroke performance.

W2418

Ossa 500

After an extremely long development period Ossa are about to market their Yankee 500 twin. An enduro model is expected to appear first with an MX second. As usual the first shipments will go to Japan.

Fath

Helmet Fath the German ace who became world side-car champion in 1960 on a BMW and won it again in 1968 on his own designed 4 cylinder outfit, is to make a comeback.

Now 43 he has redesigned his four cylinder motor and even perfected Konig's two stroke flat four.

Suzuki

Gaston Rahier, the Belgian ace, is now certain to sign a contract to race Suzuki MX machines in next year's world championship events as he won his class in the last round of the Japanese MX series.

Harley

Renzo Pasolini, having sent 250 and 350 Aermacchi racers to the parent company in USA has now received an F750 alloy Harley in return. After a quick try out at Imola he decided to race the big bike at Riccione and even compete in the very rich Ontario race.

DISMAL BONNEVILLE

Wendover, Utah, August 20-26: Many salty tales will be heard for months to come about this year's speedweek on the Bonneville Saltflats. With a total of fifty-five new records in the book, some tales will be backed by smiles of proud accomplishment, while others will be of what we should have done and will have ready for next year on the salt.

A very sad first was marked for the motorcycle division of speedweek with the death of Jim Buckmaster from Sacramento, California riding a 250cc Kawasaki streamliner. Jim was on the warm-up road going approximately 50 mph and from the reports of his crew when he hit one of his skids it caused him to flip the streamliner a number of times and resulted in the fatal head and chest injuries.

Another serious accident in a streamliner happened while Mike Cash from Carlsbad, California was qualifying for the folowling morning's record run. Mike was doing approximately 82 mph when he hit one of his skids which caused him to flip the streamliner and resulted in a serious head injury.

Speaking of streamliners crashing, the Honda Hawk did it again. After setting a class record in the earlier part of the week of 232.717, which ended with the streamliner going on its side and losing battery pieces a long way on the salt, the Hawk after a day's repairs was ready to go for the big one that is still held by Harley Davidson. Thursday afternoon the 24th the Hawk went sizzling down the salt in an attempt to qualify for the next morning's record run. He had just gone through the eyes at 267 mph when all of a sudden the streamliner was airborne. The Hawk flew through the air about 150 yards before Jon McKibben, the rider, could pull the chute which brought it down quick, nose first into the salt and ending all hopes for the big record during speedweek. McKibben was very fortunate for he came out of that high speed crash with only a small cut on his finger and some pretty stiff muscles the next day. The damage to the Hawk was much more severe and required extensive repair. Now don't all you Honda fans give up hope for the Hawk plans to come back to the salt again this year with all the (salt) bugs ironed out and get that record yet.

Don Vesco's hopes for the big record were squelched when he didn't get his 750cc engines ready on time. However Don still got his name in the record book again this year in the streamliner with his 250cc Yamaha engine on gas with a record of 172.455. Don also plans on returning to the salt this year if his engines get finished and the salt stays in good shape.

This year's meet also marked a first for women out on the salt flats. Joy Houston from Gardnervilel, Nevada, is the first woman to have her name entered in the Bonnevilel record books. Riding a 350cc Kawasaki, stock frame with a modified engine on gas, Joy put herself in the boks with a record speed of 109.154. Hang in there, Joy.

Warner Riley from Skokie, Illinois, a familiar face on the salt was back again this year to up one of his own previous records. Warner was on his 1510cc Harley with modified frame and partial streamlining, riding on fuel in the 3000cc class. The previous record was 200.298 and on the last morning of record runs Warner upped the record to 206.544.

Rosevelt Lackey Jr. from Mt. Clemens, Michigan, riding for Triumph of Detroit and Bob Leppan, upped two of their previous records. Riding a 680cc Triumph with modified frame and engine on fuel he set a new record of 137.603 over the old one at 117.513. Using the same bike after a class change to partial streamlined on fuel, Roosevelt set the new record at 131.233 over the previous 128.277.

One man that really had heads turning this year was Bob George from Hawthorne, California. Bob was on a twin engine unstreamlined Harley riding in the A-A-3000 class. The record in that class is held by Don Sliger of South Gate at 194.724. Bob George had everyone talking when he went one way down the salt at a speed of 217 mph. Engine problems kept Bob from getting the record but you can bet he'll be back next year.

Out of the fifty-five new records this year Harley-Davidson took 15 of them with, Kawasaki getting 7, Suzuki and Triumph both had 6 and Honda and Yamaha took 4 each.

Another unusual sight on the salt this year was the presence of Dr Bonsch from the F.I.M. who was there to certify any world records set by Honda, Yamaha and Kawasaki. This was another first for speedweek but probably not the last. Dr Bonsch seemed very impressed with the many types of machines and equipment that he saw out there and we might see him again in the following years packing some extra bottles of suntan lotion.

These have just been a few of the salty tales from this year's Bonneville. Much much more could be said and these were just some of the bigger highlights. Except for a few big name possibilities who might return, salt fever is over for another year and now it's time to start thinking about the 1973 Bonneville Speedweek.

Kokotau Miniature TT

Thirteen riders took part in this event on a smoothed version of the Kokotau scramble course. Top rider of the day was Des Bradley who achieved the remarkable by finishing in the first two in eight out of nine races. In the ninth he decided to take a rest and lie down as he sped down the long straight. With conditions greasy and bumpy he was not the only one to lie down here. New members C. Percy, V. Brassel and D. Rose rode well for their first outing, and Richard Bright, Bruce Hill and Stephen Wells showed they are getting the hang of this scrambles business.

Results:

250cc: D. Bradley (Yamaha) 1, V. Brassel (Suzuki) 2, D. Rose (125 Suzuki) 3.

Second 250cc: D. Bradley 1, V. Brassel 2, R. Gregory (125 Suzuki) 3.

Third 250cc: D. Bradley 1, R. Gregory 2, S. Wells (250 Greeves) 3.

250cc Handicap: D. Bradley 1, D. Rose 2, R. Gregory 3.

All In Handicap: W. Lambess 1, D. Rose 2, R. Gregory 3.

500cc: W. Lambess (400 Suzuki) 1, D. Bradley (400 Suzuki) 2, R. Walker (360 CZ) 3.

Second 500cc: W. Lambess 1, D. Bradley 2, R. Walker 3.

Third 500cc: W. Lambess 1, D. Bradley 2, R. Walker 3.

500cc Handicap: D. Bradley 1, W. Lambess 2, H. Gregory (125 Suzuki) 3.

Other riders: R. Wright (500 Triumph-Metisse); N. Hill (350 Montesa); B. Weaver (250 Greeves); C. Percy (125 Kawasaki); B. Hill (350 AJS-Spartan).

Cooper Back For Ontario Classic

London, England, September 8: Last year's big-money winner at Ontario, John Cooper, will be coming to the California track again on October 1st for another crack at the world's richest motorcycle race.

The BSA/Triumph combine for whom Cooper rides in European races, confirmed today that Cooper would be a member of their official team for the Champion Spark Plug Classic at Ontario, the final AMA National of 1972.

Accompanying Cooper on a Triumph three will be Isle of Man double winner in 1971, Tony Jeffries. Copoer, of course, will be riding the familiar red and white BSA triple with which he pipped Kel Carruthers right on the checkered flag for last year's win.

Actually, this means another repainting job for the Cooper machine. Acting under factory orders he had to have the BSA that he has used in England all season repainted a couple of weeks ago in the familiar blue and white Triumph colour scheme. It is now officially entered as a Triumph in keeping with the factory's new policy of promoting mainly the Triumph brand in Britain.

But it's back to being a BSA again — for the time being — when Cooper comes to Ontario.

"I don't care what's painted on the side of it" said the one-time Army cook from his British home today, "I just want to be first under t linen again!"

Bultaco

Gear selection problems are still hindering development of the Bultaco 400 MX machine.

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RACE 2: Standard Production Machines (Open Class) — 1st A. Collison, Kawasaki; 2nd C. Dickson, Kawasaki. Standard Production Machines (350 c.c.) — 1st G. Worsley, Kawasaki; 2nd B. Singleton, Kawasaki.

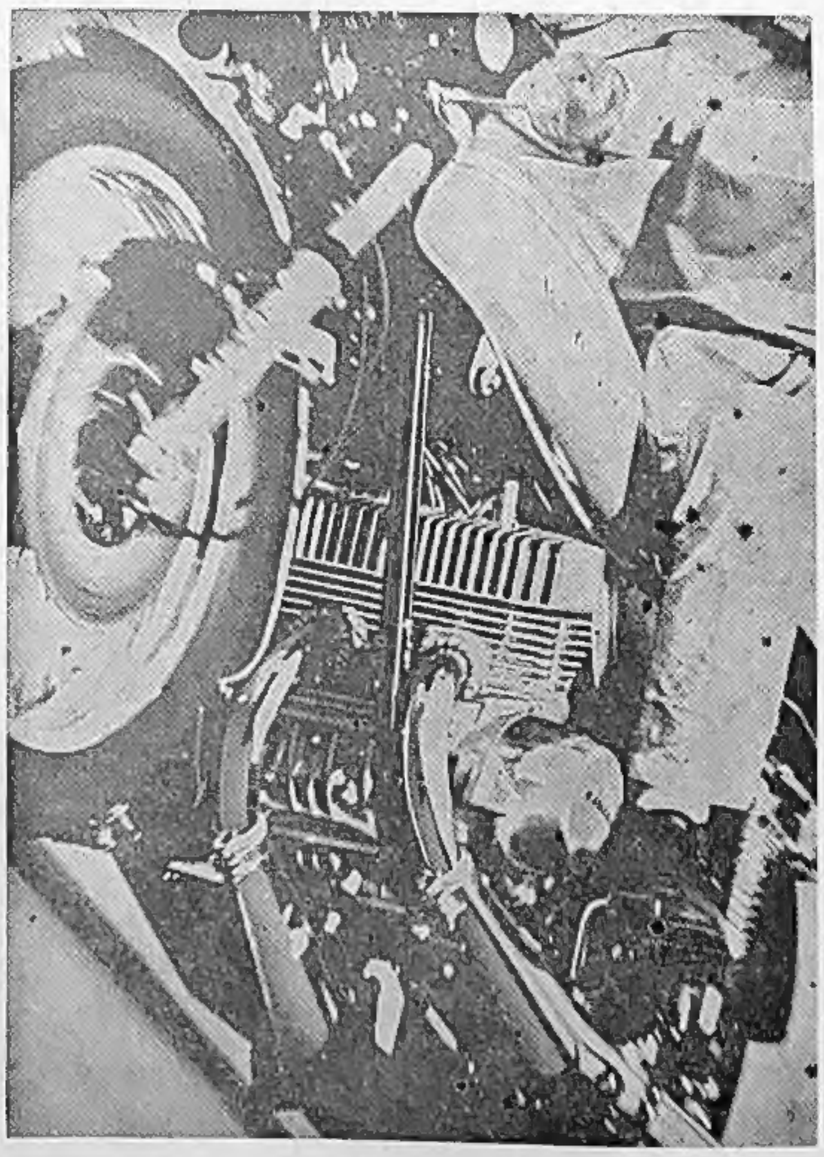
RACE 3: 39th N.Z. Senior Tourist Trophy — 1st G. Molloy, Kawasaki.

RACE 4: Group B Riders' Open Invitation (Hollingsworth Cup) — 1st G. Worsley, Kawasaki 350; 2nd L. Plummer, Kawasaki 500.

RACE 5: Castrol Classic Open Invitation — 1st G. Molloy, Kawasaki.

RACE 6: 1 Hour Production Machines T.T., Open Class (in record time) — 1st G. Molloy, Kawasaki; 2nd A. Collison, Kawasaki. 500 c.c. Class — 1st E. Bone, Kawasaki.

8th ANNUAL HAWKSBURY ROAD RACES
Four Production Machine Races all won by O. Galbraith on Kawasaki. Second and third places in all races filled by Woodley and Everitt also on Kawasakis.



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JAWA AGAINST AIR POLLUTION

The growing numbers of motor vehicles are accompanied by certain undesirable phenomena, one of the most significant being the increasing pollution of the air by emissions contained in the exhaust gases of internal combustion engines. That is why some time ago the problem began to be closely studied and in some countries consequent restrictive measures have come into force; these provide that the percentage of harmful emissions from motor vehicle internal combustion engines may not exceed a prescribed limit. The regulations being adopted by more and more countries compel motor manufacturers and designers to reduce the share of emissions in exhaust gases by any available means. For the time being the restrictive measures are applicable to motor cars and commercial vehicles, motor cycles are as yet not subjected to the strict regulations. It can be expected that in the future a limit for emissions in the exhaust gases of motor cycles shall be also set. When and to what extent is not known for the time being, but preparations and studies are already under way on both sides — on the side of the regulation issuing authorities and on the side of some manufacturers.

Not to stay outside the endeavour JAWA has had engineers in the design and experimental departments working on the problem for quite a time. A number of experiments with positive results has proved that the right course was adopted.

Material dealing with the problems of reducing emissions in JAWA motor cycle engine exhaust gases, including the description of tests, had been made available to this magazine. The article will also make clear to many readers the question of "smog," "European Test" etc. the subjects of lively discussion at present.

Dense motor vehicle traffic causes air pollution with emissions, some components of which are highly poisonous.

In large cities with heavy motor vehicle traffic, in particular in districts with high buildings, streets not wide enough, and where the traffic keeps stopping at intersections, concentration of poisonous components in the air at peak hours attains values which from the point of view of health are not acceptable.

The governments of many countries are fighting the deterioration of the atmosphere by issuing regulations on the maximum admissible concentrations of emissions in motor vehicle exhaust gases. These apply for the time being only to new vehicles from the manufacturers. Since the concentration of emissions varies greatly with the engine power, speed, temperature, driving manner etc., a testing method has been agreed by European countries. The purpose is to arrive at uniform tests with clear and reproduceable results and to make the tests correspond to what is now the worst situation, i.e. to city traffic. For emission tests was recommended and adopted the so called "European Test", valid since 1971.

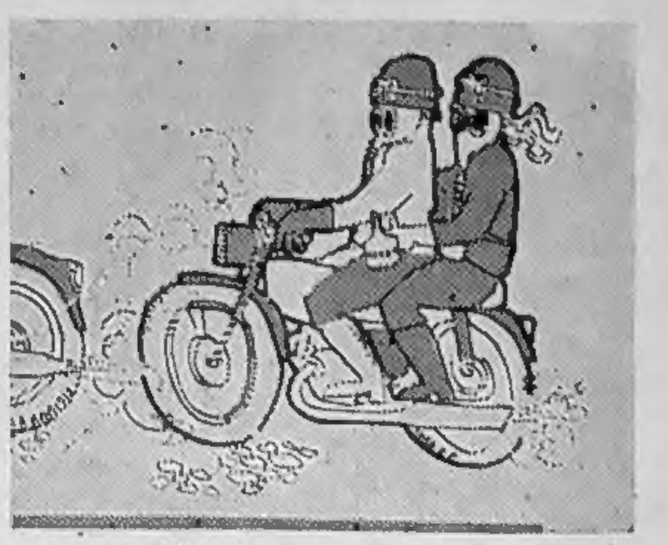
At the beginning of the test the engine is started and the vehicle is at standstill as a rule. Idling lasts 11 sec. Before the 11 sec are up, the driver engages bottom gear and as soon as the 11 sec have elapsed, he begins to move off so as to attain the speed of 15 kmph at the end of 4 sec. The vehicle then travels at that speed for 8 sec. Then the driver shuts the throttle and the vehicle is slowing down (without the use of brakes) so as to stop after five sec. Before stopping the driver shifts to neutral. With the vehicle standing the engine is idling 21 sec. Now the driver moves off in bottom gear to bring the vehicle to a speed of 15 km ph in 5 sec, changes into second in the course of 2 sec and accelerates to attain after the next 5 sec the speed of 32 km p.h. The vehicle travels at that speed for 24 sec, after which with the 2nd year engaged the driver slows down to stop the vehicle after 11 sec. Before stopping he shifts to neutral. With the vehicle at standstill, the engine is kept idling for 21 sec. Once more the vehicle is driven off in bottom gear to attain after 5 sec the speed of 15 km p.h., within 2 sec 2nd gear is engaged and the vehicle accelerated in 9 sec to 35 km p.h., within 2 sec 3rd gear is engaged and the vehicle accelerated within 8 sec to 50 km p.h. The speed of 50 km p.h. is kept for 12 sec, then still in 3rd gear the vehicle is slowed down within 8 sec to 35 km p.h. The vehicle travels at that speed for 13 sec. Within 2 sec the driver changes down to 2nd and slows down, so as to stop within 10 sec. Before stopping the gear is disengaged. With the vehicle standing the engine is kept idling for 7 sec. This is one cycle of the European Test. The European Test consists of four such cycles, which follow immediately each other.

During the test the emissions from the exhaust are collected in a large polyethylene bag for aggregate measurement. The European Test can be made on a straight road, but then there are considerable troubles with the polyethylene bag which, when full, has a volume exceeding the room in the vehicle (the test must then be made in two parts) and with the analysis of the gases in field conditions.

Much more reliable and accurate is the test carried out on a roller bed in the laboratory. Be it mentioned in brief that the rollers (on which the wheels of the vehicle are running) coupled with the brake should have an inertia moment corresponding to the mass of the vehicle under test, and the braking equipment and tyre pressure are to be adjusted so that the rolling resistances of the vehicle on the rollers are the same as the rolling resistances on the road.

Speed and time differences permitted during the test are relatively low. The difference against the prescribed speed permitted is plus or minus 1 km p.h., against the time plus or minus 0.5 sec.

The prescribed precision can be maintained only by means of a registering speedometer in which a closed tape with the time schedule of accelerations, speeds, decelerations and idling of one cycle of the European Test marked is inserted. To the instrument needle is fastened a clearly



visible arrow which helps the driver to maintain accurately the prescribed speed and time schedule. Accuracy of the speeds and times maintained can be checked, if necessary, by means of a second registering speedometer, recording how and with what differences the test had been carried through.

The exhaust gases collected from the 4 cycles in the polythylene bag are mixed by pressing the bag several times at different places, and a few litres of the gas are sucked off into analyzers which establish the volumetric quantity of the individual components of emissions in per cent. After that the quantity of the exhaust gases in the bag is measured by gasmeter in litres. Out of the quantity of the gases in the bag and the concentration of the individual components measured the quantity in ponds (formerly in grams) of the individual components emitted by the vehicle in the course of the test is computed. The ECE (Economic Commission for Europe) regulation is concerned for the time being just with two main emission components—with carbon monoxide (CO) and with unburnt hydrobarbons (Cx Hy). The permitted weight quantity of the individual components emitted is graded in accordance with the vehicle weight. Small motor cars up to 750 kp dry weight are allowed to emit in the course of the test 100 ponds (grams) of CO and 8 ponds of unburnt hydrocarbons max. Motor cycles — two wheelers — are not as yet subject to any restriction, no regulations applicable to them having been issued so far.

Appreciating the importance of the problem, JAWA is engaged since some years in the work on reduction of emissions from its two stroke engines. To this end extensive tests of different combustion chambers in the cylinder heads, of different location of sparking plugs, of higher power in the ignition system and especially tests of carburetter modifications have been carried out. In particular with carburetter modifications considerable reduction of emissions in exhaust gases has been obtained.

It has been revealed that considerable reduction of emissions in exhaust gases has been achieved throughout the working range of the engine and in particular at small throttle valve openings and at idling speed which is most important for city traffic and experiments according to the European Test. It should be noted that with respect to the 250 and 350cc twins throughout the European Test the throttle valve is opened not more than some 4 mm, i.e. the openings are relatively very low but corresponding actually to the heavy city traffic with its low speed and frequent stopping.

Members of the staff at JAWA engaged in the work endeavoured, of course, to obtain lower emission concentration not only from the point of view of the European Test, i.e. at working speeds with low carburetter throttle valve opening, but throughout the working range of the engine right up to full power. In this way the poisonous components of emissions are reduced both in city traffic and at higher speeds on roads.

To conclude here is the result of the European Test with the new JAWA 250 motor cycle in original version and in version with carburetter modification:

Before modification
CO=143.3p CxHy=33.47p
After modification
CO=4.237p CxHy=10.55p

It can be seen that the carbon monoxide (CO) contests dropped after modification to some 3% of the original amount and the unburnt hydrocarbons to 30.6% of the original quantity.

Test of the JAWA 250, model 623, standard production motor cycle:

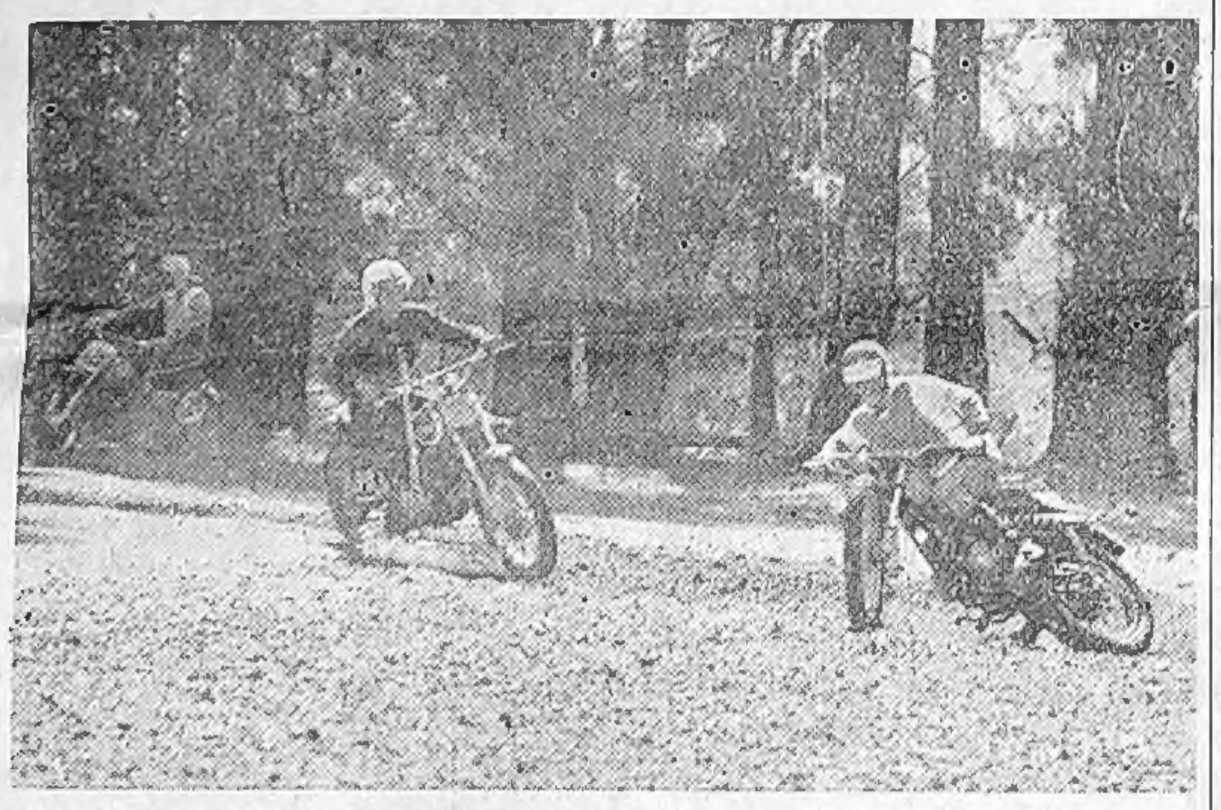
Before modification
CO=139.55p CxHy=20.57p
After modification
(alternative 3)
CO=5.397p CxHy=7.61p
After modification
(alternative 9)
CO=9.125p CxHy=6.359p

Carbon monoxide concentration dropped after modification (alternative 3) to 3.86% of the original amount and in the case of alternative 9 to 6.53% of the original quantity, and the concentration of unburnt hydrocarbons went down to 37.1% of the original amount (alternative 3) and to 31% in the case of alternative 9.

The results obtained are a real advance in the field of reduction of emissions in exhaust gases, though they have been achieved in experimental conditions. But it can be expected on the bases of these results that the knowledge thus acquired will be soon applied to production motor cycles.

(Reprinted from Czechoslovak Motor Review)

Pics from the Onehunga Scramble



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N.Z.A.C.U. 54th Annual Conference Held At Tauranga Saturday and Sunday 12th-13th August 1972

The retiring President Mr Len Payne of Wanganui welcomed the delegates to Tauranga and introduced the guest speakers namely: Mr R. A. Owens, Mayor of Tauranga and Mount Maunganui; Mr G. A. Walsh, Member of Parliament for the Tauranga Electorate; Chief Traffic Officer Coddington, Ministry of Transport, Wellington.

An apology was received from B. C. Campbell Esq., Director of Road Transport, Ministry of Transport, Wellington, and in his absence Chief Traffic Officer Coddington gave a very full and informative address covering many aspects of details of the injury and death rates on the roads of New Zealand and especially regarding motor cyclists.

The election of Officers on the Sunday morning was full of interest. The Patron, Mr R. C. Lyford of Blenheim was re-elected unopposed and for the post of President of the Union, two nominations were received.

Ian Dougherty and Don Tompkins and following a ballot Don Tompkins of Papakura is the new president of the Union for the coming year.

Ian Dougherty is again the vice-president after a further ballot.

For the Executive of four members, Allan McLaren declined nomination again and with the retiring president on as of right the ballot for the three remaining seats saw Messrs Ken Duncan of Dunedin, Clarrie Treneary of Christchurch and Ivan Ace of Whangarei being successful from the five nominees.

Mrs D. M. Cook of Hamilton is still the Secretary and the Publicity Officers are: For the North Island, P. Cannell of Te Puke, P. Stewart of Auckland, R. Jones of Auckland and C. Davies of Auckland.

For the South Island: K. Duncan of Dunedin and R. Dew and D. Clarkson both of Christchurch.

Mr T. McLeary is again the Union's representative on the New Zealand Road Safety Council and Standards Institute.

CONSIDERATION OF REMITS

REMIT NO. 1 — TAI TAPU MOTOR CYCLE CLUB
(Mr Treneary — Mr Butler)
THAT the following be added to rule 115, Chapter 5 — That in all Road Races and Events carrying a Road Race Permit, such as Ruapuna Park etc., it be compulsory for Competitors to wear complete suits of leather or approved imitation leather.
AMENDMENT — (Mr Elliot —
THAT the second to last word in this remit be removed.
LAPSED, no seconder.
ORIGINAL MOTION CARRIED.

REMIT NO. 2 — IXION MOTOR CYCLE CLUB
(Mr Fowles — Mr Dougherty)
THAT the following be added to Rule 115, Chapter 5 — That Vinyl leathers of an approved type (for Road Racing) be included in the list of protective clothing.
CARRIED.

REMIT NO. 3 — CANTERBURY AUTO CYCLE CLUB
(Mr J. McConnell —
— Out of Order —
Production Motor Cycle Racing Rules and Specifications Lamps and Electrical Equipment: 2nd paragraph to be deleted and replaced with:— All glass and indicators must be removed.
LOST.

REMIT NO. 4 — AUCKLAND MOTOR CYCLE CLUB
(Mr Waterer —
— Recurring No Action Taken —
Production Motor Cycle Racing Rules and Specifications. General Clause (c) Page 2 — delete and replace with:—
All machines will be examined prior to official practice on the basis of safety and externally to see that the machines meet the eligibility requirements for listed equipment. This inspection does not infer that the machine has passed all the eligibility requirements. e.g. This will ensure that all electrical equipment will be working at scrutineering.
PROTESTS: After the figure "$20" 4th line add:—
The protesting rider must make the protest on his own behalf and not on or for behalf of a non-competitor. The protest fee shall not be paid by or accepted by a third party, an exception to the (Clause 'B') will be if a rider is injured and is unable to lodge a protest within the 15 minutes as allowed in Rule 201, his pit crew may then protest on his behalf.
LAMPS AND ELECTRICAL EQUIPMENT: To be altered to read:—
All Electrical Equipment will be in working order at scrutineering. All lamps and lenses will be fully taped to the body of the lamps of their mountings.
LOST.

REMIT NO. 5 — THE OTAGO MOTOR CYCLE CLUB
(Mr Duncan — Mr Minchington)
THAT Rule 88, Page 13, Chapter 5 — after the words "Competition Licence Form" 8th line, include the words —
That the Competitor under the age of twenty when a witnessed signature is needed it can be witnessed by—
(a) A Justice of the Peace
(b) A Solicitor
(c) A Postmaster which must also bear the Official stamp.
AMENDMENT — (Mr McCleary — Mr Lyford)
THAT the word "Police Officer" be inserted as (d) after (c).
CARRIED.

REMIT NO. 6 — NELSON MOTOR CYCLE CLUB
(Mr Cooke — Mr Duncan)
THAT the New Zealand and North and South Island Trials Championship as at present held, be replaced by a series of six trials of which three to be held in each island and the respective island titles to be awarded to the rider gaining the most points from two of the three trials in his Island. A South Island rider may win a North Island Title if his points come from the appropriate North Island event and vice versa, the points system to be — 15, 12, 10, 8, 6, 5, 4, 3, 2, 1, points to be awarded to riders gaining the first ten places at each event. The New Zealand Championships to be awarded to the rider gaining the most points on the same system, on his best four performances of the six meetings, these events to be held in the year from January 1st to December 31st.
CARRIED.

REMIT NO. 7 — AUCKLAND MOTOR CYCLE CLUB
(Mr Waterer — Mr Neame)
THAT Rule 110 be amended to incorporate within the meaning of the word "Drugs" — The banning of the use of any asthma inhalant by any asthmatic rider several hours before or during a speed meeting.
NOTE: A Medical opinion received by Auckland Club Officials since a fatal accident in Auckland stated that this type of treatment for asthma was a most lethal remedy, particularly for anyone under stress and may cause a heart flutter. A warning printed on the label of one brand of inhalant available states the user may suffer from heart palpitations. Further advice is awaited from the Medical Adviser to the British Motor Cycle Racing Club. The Union Executive may, in the interest of greater race safety seek further supporting medical opinion on this vital matter.
LOST.
Mr McCleary suggested that the following to be put in a Newsletter: It is suggested that it is not desirable to use asthma inhalants prior to or during a speed meeting.
Mr Cannell — It is suggested that the Executive look into the matter.

REMIT NO. 8 — OTAGO MOTOR CYCLE CLUB
(Mr Duncan — Mr Fowles)
THAT at Road Race Grand Prix Meetings, T.T.s and Motor Cycle Races held in conjunction with International Car Races for A.C.U. and Rothmans Points there will be a minimum prize money of $300.00 per race, with $100.00 1st prize on a scale down to 7th place.
LOST.

REMIT NO. 9 — TAUMARUNUI MOTOR CYCLE CLUB
(Mr Dougherty —
THAT Rule 15 (c) Union Constitution be deleted and replaced with —
That for the 1973 and future conferences, delegates and life members shall pay their own accommodation costs, the Union shall pay the cost of hall hireage and catering and all Delegates, Life Members and Officials shall be reimbursed by the Union for their legitimate travel costs. The total travel costs reimbursed shall be borne in equal proportions by all Clubs affiliated to the Union. Legitimate travel costs claimed shall not exceed 1st class train or bus fares or an amount equivalent to these fares. Unless prior approval is given by the Union Executive the cost of air fares or private vehicle expenses in excess of 1st class train or bus fares will not be reimbursed by the Union.
No seconder — LAPSED.

REMIT NO. 10 — AUCKLAND MOTOR CYCLE CLUB
(Mr Waterer — Mr Fullerton)
THAT Rule 201 be amended to include —
The $20.00 protest fee in respect of a protest against the eligibility of a machine in a Production Race.
CARRIED.

REMIT NO. 11 — IXION MOTOR CYCLE CLUB
(Mr R. Fowles —
An alternative to the present New Zealand, North and South Island Trials Championship.
(a) Replace the New Zealand Championship by a series of six Trials — three in each Island. Points to be awarded — 15, 12, 10, 8, 6, 5, 4, 2, 1, for the first 10 places in each trial. The highest number of points won by a rider, counting the results from a mixmum of any four trials will win the New Zealand Experts Title.
(A rider may compete in all six Trials if he wishes and his best four results count. He is also not obligated to compete in even four of the series if his points total is good enough to win him the Title.)
(b) The North Island and South Island Expert Titles to be decided in a similar manner. In the same events which comprise the New Zealand Expert series the highest number of points won by a rider, counting the results from a maximum of any two trials, will decide the winners.
(Again a rider may compete in all three events in his Island, choosing his best two events to count. He is not obliged to compete in even two events to win the Title). Naturally a North Island Rider may not choose results from South Island Events to count towards his North Island Title points total and vice versa. A South Island Rider may win the North Island Title if his points come from the appropriate North Island events and vice versa. The individual trials which make up the New Zealand Trials Expert series to be run alternatively in the two Islands, they do not necessarily have to be two day events.
NOTE: The possibility of ties has not been overlooked and rather than adapt a complicated and possibly unfair method of deciding ties, it has been decided to accept joint title holders.
— Remit Withdrawn.

REMIT NO. 12 — NEW BRIGHTON MOTOR CYCLE CLUB
(Mr Haines — Mr Underwood)
Trail Bikes: Motor to be the makers standard specifications on all capacities.
Gearing: Machines must be on standard gearing as purchased from agents.
Tyres: Owing to the position of supply of tyres they remain optional.
Frames: Frames, forks and rear suspension units to remain unchanged from the maker's standard specifications.
Accessories: All lights, mirrors, carriers shall be removed.
LOST.

REMIT NO. 13 — TAURANGA MOTOR CYCLE CLUB
(Mr Cannell — Mr Neame)
THAT for all Road Race Events riders and machine numbers be registered for the coming season.
EXPLANATION: The needless changing of numbers from meeting to meeting does nothing to further the Sport with the Public as well as creating unnecessary changing with the problem of sub-standard numbers.
CARRIED.

REMIT NO. 14 — PIONEER MOTOR CYCLE CLUB
(Mr P. W. Chapple —
THAT machines entered in Championship Trials be restricted to the use of Trials tyres only as from 1st January 1973.
WITHDRAWN.

REMIT NO. 14A — MANAWATU-ORION MOTOR CYCLE CLUB
(Mr Elliott —
THAT Electric Starters if fitted on Standard Production bikes be made acceptable to use in Production Class in Road Racing.
Ruling from Chair that this is a recurring remit.

REMIT NO. 15 — AUCKLAND MOTOR CYCLE CLUB
(Mr Waterer — Mr Fullerton)
RULE 205 — after the word "Union" the following words be added —
Or the Union will appoint an impartial Appeal Board. The Personnel of the Appeal Board will have no previous connection or association with the matter being appealed against.
AMENDMENT — MOVED by Mr Minchington.
Members of the Appeal Board to come from a list of 10 available people selected from Clubs from all parts of New Zealand and balloted, if necessary, to reduce the numbers to 10. The appeal Board should be of three numbers who should also be selected by ballot.
— No Seconder — LAPSED,
MOTION LOST.

REMIT NO. 16 — IXION MOTOR CYCLE CLUB
(Mr Fowles — Mr Hebberd)
THAT Rule 249 (f) be deleted and the following marking system be introduced: The 1, 2, 3, 5, — 10 system.
EXPLANATION — 1 point penalty for footing once; 2 point penalty for footing twice; 3 point penalty for footing three times or more; 5 point penalty for failing the section, e.g. falling off, stalling the engine, a wheel stop, riding outside the boundary section and knocking down a section flag; 10 points penalty for not attempting an observed section. It is sufficient that a Competitor enters his machine through the first pair of flags in a section to qualify as having attempted that section.
NOTES: (a) The reason for the change away from the existing 1, 3, 5, system is to recognise the difference in skill between single dab, just footing twice in an entire section and footing three times or more. (b) There is no penalty for tipping a section boundary flag. Five points is the penalty for bringing it down though.
CARRIED.

REMIT NO. 17 — MANAWATU-ORION MOTOR CYCLE CLUB
(Mr Elliott — Mr Fowles)
THAT the New Zealand Auto Cycle Union approved stickers on Competition Helmets be abolished.
LOST.

REMIT NO. 18 — HAMILTON MOTOR CYCLE CLUB
(Mr McCabe — Mr Cooke)
PERMIT FEES: General Competition Rule Book Chapter 20 Appendix — (a) Club Trials $1.00; (b) Min. T.T. Scrambles, Moto Cross, Road and Grass Hill Climbs, Beach Meetings, Grass Track up to ¼ mile Sprints $2.00; (c) Record Attempts $3.00; (d) Track Races — Track grass meetings over ¼ mile $4.00; (e) Road Races, Championship and Title Events $5.00.
AMENDMENT — (Mr Thomkins — Mr Waterer)
THAT (a) Club Trials 50 cents; (b) Min. T.T. Scrambles, Moto Cross, Road and Grass Hill Climbs, Beach Meetings, Grass Track up to ¼ mile Sprints $1.00; and the others as printed in the remit.
Amendment LOST — Motion LOST.

REMIT NO. 19 — THE SECRETARY OF THE UNION EXECUTIVE
(Mrs Cook — Mr Neame)
Registration of Competitors — THAT the following be added to Chapter 5, Rule 88 and known as (d) — (d) Any person desirous of qualifying as an entrant Competitor in a Motor Cycle Meeting licensed under these rules and regulations shall make formal request for his registration to the Steward such application to be accompanied by a duly executed application on the prescribed form.
CARRIED.
All visiting overseas Competitors must sign a New Zealand Auto Cycle Union application form whether they be in New Zealand for one day or one year. On the expiration of their International Licence they shall be required to pay New Zealand A.C.U. Competition Licence Fee.
(I) Any registered competitor who shall have received hospital treatment shall be required to produce a certificate of clearance before competing in further events.
CARRIED.
(II) If necessary, the Union may order a competitor to have a further examination, doctor to be nominated by the Union and fees paid by the Union.
CARRIED.
(b) A Competitor's Licence will not be granted to—
(1) A Motor Cyclist with only one eye, or one leg, or any other disability which impairs his riding ability.
LOST.

REMIT NO. 20 — THE SECRETARY ON BEHALF OF THE EXECUTIVE COMMITTEE
(Mrs Cook — Mr Ace)
THAT the following be added to Chapter 5, Rule 88 General Competition Rule Book and known as (e)
(e) Under age Competitors: Any intending Competitor who is under the age of majority must have his application for a Competition Licence endorsed by a parent or Legal Guardian and the appending of such signature must be witnessed by a Justice of the Peace, a Solicitor, a Postmaster which must bear the Official Stamp, or a Police Officer.
NOTE: At the time of printing these Rules the age of Majority is 20 years.
CARRIED.

REMIT NO. 21 — THE SECRETARY ON BEHALF OF THE UNION EXECUTIVE
(Mrs Cook — Mr Neame)
Alterations to Union Constitution — Registration of Competitors Rule 21 (b) page 14.
Delete last sentence of this Rule and replace with — The year shall be deemed to commence on the 1st of July and end on the 30th June next ensuing.
CARRIED.

NOTICE OF MOTION — MOVED by Mr Allan, SECONDED Mr Meikle.
THAT the remarks by the Ixion Motor Cycle Club delegate be put on record as the remark and claims made by this Club.
CARRIED.
Mr McLaren said that Mr Fowles said while Remit 18 was open to discussion that —
"The Executive was so inefficient that his club felt that they should be given no more extra money to spend until they proved their efficiency".

MRS D. M. COOK,
National Secretary.

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CLUB NEWS

(Secretaries Please Note, all copy to be at Editorial Office by 25th of month prior to publication)

WAIRARAPA M/C CLUB
Sec: Mrs C. Gregory, P.O. Box 205, Masterton.

Sunday 15th October: Miniature TT, Bob Holmes' Farm, Main Road, 1 mile north of Tauherenikau.

Saturday 21st October: Napier Road Races.

Sunday 22nd October: Gold Star Scramble, Wanganui.

Monday 23rd October: Grass Track Races, Wanganui.

RUAPEHU M/C CLUB
Sec.: Clive Bentley, 46 Swan St., Taihape. Phone 305.

2nd December: 30 mile Desert Race.

HAWKE'S BAY M/C CLUB
Sec.: Mrs S. Tod, P.O. Box 755, Hastings.

15th October: Circuit Trial —Maraetotara. Organisers P. Symons, B. Walch.

23rd October: Picnic Day — Tuki Tuki.

25th October: Committee Meeting — Mr D. Watson's residence.

29th October: Trail Run — Taihape Road. Organiser B. Walch.

5th November: Trial / Scramble/Hill Climb—Tunanui Station.

SOUTHLAND M/C CLUB
P.O. Box 157, Invercargill.

October 14: Saturday — Beach Record Attempts Oreti Beach. Southland Motorcycle Club.

October 15: Clubmans Day at Teretonga Park — Road races and record attempts. S.M.C.C. 50c entry fee payable on day.

October 21: Road Races — Napier.

October 22 & 23: Scramble Championships — Canterbury.

October 28: Beach Record Attempts — Oreti Beach.

October 29: Club Scramble — Oreti Speedrome.

November 11: Gold Star Scramble — Southland.

WANGANUI M/C CLUB
Sec: Don Cosford. Phone 36-854

WHANGAREI M/C CLUB
Sec: Mrs E. Ace, P.O. Box 905, Whangarei. Phone 70-025.

NORTH TARANAKI M/C CLUB
P.O. Box 510, N. Plymouth.

Sunday 12th November: Taranaki Provincial Moto-Cross at Peringa Park, New Plymouth (follow signs from Fitzroy Hotel) Entries close 31st October 1972. Late entries Double Fee.

TAURANGA M/C CLUB
Sec: Mrs Nancy Ronald, Galway Grove, Tauranga. Phone 85-231.

October 21, Saturday: Onekawa Road Race. Entries close Oct. 6. No late entries. October 22, Sunday: Two Road Race events, Bay Park. Practice prior to first race. Details with acceptance of entry. $12.50 prize money per race. Entry fee $2.50 per race. Entry closes Oct. 6. No post entries.

November 12, Sunday: Grass Hill Climb and Fun Day. McLeods farm.

December 31: International Day at Bay Park. Road race events. Details later.

January 2: All Classes Meeting at Bay Park. Bikes and side cars only. Details and entry forms later.

January 21, Sunday: Zone scramble. Details later. Two events will be held at Bay Park at Easter 1973.

HAMILTON—— CYCLE CLUB Inc.

November 12: N.Z. Sporting Trial Championship — Te Mata. This should be the trial to end all trials. Note: This trial will not carry any A & B grade points towards club championship table.

December 3: Waikato 'B' Grade Championship Trial — Venue to be decided.

HUTT VALLEY M/C CLUB
Secretary, Mrs F. Cuttriss, P.O. Box 20189, Lower Hutt.

November 5: Grass Track Meeting, Duke of Edinburgh Park, Wingate.

December 3: Moto Cross, Queen Elizabeth Park, Paekakariki.

December 17: Grass Track Meeting, Duke of Edinburgh Park, Wingate.

February 18: Grand Prix, Gracefield, Lower Hutt.

February 24: ¼ mile Grass Speedway, A. & P. Show, Trentham Memorial Park.

April 16: N.Z. Scott Trial, Pauatahanui.

NAPIER MOTOR RACING CLUB
Sec: L. Burrell, P.O. Box 510, Napier.

October 21: Onekawa G.P. Don't forget all entries close on 12th October and if you are able to help on the day come to the film evening or get in touch with the Secretary.

OTAGO M/C CLUB
P.O. Box 1160, Dunedin.

Sunday, Oct. 22: Labour Weekend. N.Z. 500cc Min. TT Championship, Mr Ellisons preporty, Karitane. (This event is to replace the new N.Z. Champ. which has been deferred for 1 year by the A.C.U. due to lack of sufficient sponsorship.)

Karitane meeting entry forms are now available and the day will be concluded by a Social Evening to be held in Dunedin.

Monday Oct. 23: Monthly meeting. O.T.C. Rooms 8 p.m. New Castrol Films will be shown.

Sunday Nov. 5: Zone 1 and 2 of the N.Z. Scramble Champ. organised by the New Brighton Club in Christchurch.

Sunday Nov. 5: Min. TT Kuri Bush circuit to be used if available.

Saturday Nov. 11: Gold Star Scramble. Organised by the Southland Motor Cycle Club.

Friday Nov. 17: Friday Night Social.

Sunday Nov. 19: Club scramble at Notmans Farm if circuit available.

Sunday Nov. 19: Christchurch Corsair Club hope to run the N.Z. Open Min. TT championship.

Sunday Dec. 3: South Island Final of the N.Z. Scramble Champ. Series — Kaiapoi Club.

Saturday Dec. 9: Beach Races — Long Beach, 10.00 a.m. start followed by a picnic.

Saturday Dec. 16: Sporting Trial followed by a Barbecue to be held at Mr J. Bissland's property at Waitati.

MANAWATU-ORION M/C CLUB
Sec.: Mrs M. Shirriffs, P.O. Box 491, Palmerston North.

OTOROHANGA M/C CLUB
Sec.: Mr T. Jones, 63 Awakino Road, Te Kuiti.

SOUTH CANTERBURY M/C CLUB
Sec.: Mr M. Hill, P.O. Box 451, Timaru.

WHAKATANE M/C CLUB
Sec.: Mr L. Costar, 54 Riverside Dve, Whakatane.

GISBORNE M/C SPORTS CLUB
Sec.: Mrs M. Graham, P.O. Box 827, Gisborne.

NEW ZEALAND AUTO CYCLE UNION INC. NEWS
P.O. Box 648, Hamilton.

Suzuki New Zealand Moto Cross Championship. You will note that for this series we have introduced the grading system for our competitors and Zone Meetings.

'C' Grade riders are competitors who received their competition licence for the first time this season, also any competitor who was issued his first licence during the 1971-72 season.

'B' Grade riders are competitors not qualifying for 'C' Grade and know their performance is not yet of a high standard to enter in the 'A' Grade.

All grades are taken on riding ability, not the capacity of the machine being used by the competitor.

If further information is required regarding the grading, contact the following members of the N.Z.A.C.U. Grading Sub-Committee — Mr K. A. Duncan, Dunedin, Phone 63-356; Mr C. A. Treneary, Christchurch, Phone 384-057; Mr I. C. W. Dougherty, Taumarunui, Phone 8777; Mr W. L. Payne, Wanganui, Phone 49-780.

You will appreciate that this Union is making a complete change in its championship methods and intends that rewards to competitors shall be consistent with the status the Championship should achieve.

The success of this forthcoming championship can be obtained now by the competitors themselves, so we ask that you encourage all known riders to compete in this event.

Clubs are asked to arrange Club runs to these meetings. Spectators are needed along with competitors.

COMING EVENTS

October

Sat., 21st: N.Z. Ultralightweight TT. Napier Motor Racing Club; Onekawa Grand Prix, Napier Motor Racing Club; North v. South Sporting Trial, Nelson M/C Club; Miniature TT, Wanganui M/C Club; Beach Meeting, Papakura M/C Club.

Sun., 22nd: North v South Sporting Trial, Nelson M/C Club; North Island Gold Star Scramble, Wanganui M/C Club.

Mon., 23rd: Short Circuit Grass Meeting, Wanganui M/C Club; New Zealand Miniature TT (Zone 1 and 2 Meeting), Dunedin.

Sat., 28th: N.Z. Open and 350cc Grass Hill Climb, Christchurch Corsair M/C Club.

November

Sat., 4th: Beach Meeting (non title), Ixion Motor Cycle Club; Beach Meeting (non-title), Whangarei M/C Club; Beach Meeting (non title), Papakura M/C Clubs.

Sun., 5th: N.Z. Scramble Championship (Zone 1 and 2 meeting), New Brighton M/C Club.

Sun., 12th: N.Z. Sporting Trial, Hamilton M/C Club.

Sun., 18th: Beach Meeting (non title), Auckland M/C Club.

Sat., 25th: "Shell" 500 Trial, Auckland M/C Club.

Sun., 26th: "Shell" 500 Trial, Auckland M/C Club; Porirua M/C Grand Prix, Ixion Motor Cycle Club.

December

Sat., 2nd: Beach Meeting (non title), Ixion Motor Cycle Club.

Sun., 3rd: N.Z. Scramble — South Island Semi Final, Kaiapoi M/Sports Club.

Sat., 9th: Road Race (Club members only), Auckland M/C Club.

Tues., 26th: "Round The Houses" Road Race, Wanganui M/C Club.

January 1973

Tues., 2nd: Bay of Plenty Grand Prix, Tauranga M/C Club.

Sat., 6th: N.Z. Junior TT, Auckland M/C Club.

Sun., 21st: N.Z. Scramble Championship (Zone 4), Tauranga M/C Club.

Sun., 28th: N.Z. Scramble Championship (Zone 3), Wellington.

February

Sat., 3rd: Sth Canterbury Grand Prix, Sth Canterbury M/C Club.

Sat., 10th: Beach Meeting (non title), Papakura M/C Club.

Sun., 11th: South Island Gold Star Scramble, Kaiapoi Motor S/Club.

Sat., 17th: Beach Meeting (non title), Auckland M/C Club.

Sun., 18th: N.Z. Lightweight — Sidecar — Production Championship and Wellington M/Cycle Grand Prix, Hutt Valley M/C Club.

Sat., 24th: North Island ¼ Mile Grass Speedway, Non-Speedway and Sidecar Championship, Hutt Valley M/C Club.

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1972 SHELL 500 25TH & 26TH NOVEMBER 1972

Organisations may be aware that they are welcome to enter New Zealand's Major Road Trial, sponsored by SHELL OIL N.Z. LTD.

The Organisation entering or sponsoring the winning team will win $25.

Entries are invited from Members of Service Organisations, e.g., Police, Transport, Traffic, Army, Navy, Air Force, Fire, Ambulance, Civil Defence, Scouts, University and Senior Students of High Schools, News Media, including Radio and T.V., Clubs and Club Members of the N.Z.A.C.U., Vintage and Veteran and Trade Teams.

Teams from the Services may be Official or Unofficial.

With the substantial cash prizes offered, will also be Gift Vouchers donated by the Motor Cycle trade in Auckland. Total $560.

The route and time schedule will include 5 hours for meal breaks and refuelling stops at approx. each 90 miles, and will have the approval of the Secretary of Transport. A Competition permit has been issued by the N.Z.A.C.U.

Some interesting information from last year's trial, the solo winner was the oldest entrant, and he also travelled from South Canterbury to compete.

The three man winning team was also the oldest team. The Auckland Police team was the first service team and finished third. In the teams section, Henderson High School was the first student team and the youngest team to finish, one of their members finished 5th in the 2½ hour solo section. 50,000 miles was covered by competitors and officials without a single incident.

May we have your Team entry soon?

Auckland Motor Cycle Club Inc.

K. G. Allport,
Organiser 2nd SHELL 500.

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